

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 06/02/2011

ANC10MA068							
File No. 28447		08/09/2010		Aleknagik, AK		Aircraft Reg No. N455A	
						Time (Local): 14:45 ADT	
Make/Model: Dehavilland / DHC-3						Fatal	Serious
Engine Make/Model: Honeywell / TPE 331						Crew	Minor/None
Aircraft Damage: Substantial						1	0
Number of Engines: 1						Pass	0
Operating Certificate(s): None						4	4
Name of Carrier: General Communication Corporation (GCI)							0
Type of Flight Operation: Other Work Use; Non-scheduled; Domestic; Passenger Only							
Reg. Flight Conducted Under: Part 91: General Aviation							
Last Depart. Point: Same as Accident/Incident Location						Condition of Light: Day	
Destination: Dillingham, AK						Weather Info Src: Weather Observation Facility	
Airport Proximity:						Basic Weather: Visual Conditions	
Airport Name: Unk/Nr						Lowest Ceiling: 1000 Ft. AGL, Overcast	
Runway Identification: Unk/Nr						Visibility: 3.00 SM	
Runway Length/Width (Ft): Unk/Nr						Wind Dir/Speed: 180 / 012 Kts	
Runway Surface:						Temperature (°C): 11	
Runway Surface Condition:						Precip/Obscuration: Light - Mist; Light - Rain	
Pilot-in-Command		Age: 62				Flight Time (Hours)	
Certificate(s)/Rating(s)						Total All Aircraft: Unk/Nr	
Airline Transport; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea; Glider						Last 90 Days: Unk/Nr	
Instrument Ratings						Total Make/Model: Unk/Nr	
Airplane						Total Instrument Time: Unk/Nr	

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

The Safety Board's full report is available at http://www.nts.gov/publictn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-11/03.

On August 9, 2010, about 1442 Alaska daylight time, a single-engine, turbine powered, amphibious float-equipped de Havilland DHC-3T airplane, N455A, impacted mountainous, tree-covered terrain about 10 nautical miles (nm) northeast of Aleknagik, Alaska. The airline transport pilot and four passengers received fatal injuries, and four passengers received serious injuries. The airplane sustained substantial damage, including deformation and breaching of the fuselage. The flight was operated by GCI Communication Corp. (GCI), of Anchorage, Alaska, under the provisions of 14 Code of Federal Regulations Part 91. About the time of the accident, meteorological conditions that met the criteria for marginal visual flight rules were reported at Dillingham Airport, Dillingham, Alaska, about 18 nm south of the accident site. No flight plan was filed. The flight departed about 1427 from a GCI-owned private lodge on the shore of Lake Nerka and was en route to a remote sport fishing camp about 52 nm southeast on the Nushagak River.

Updated at Jun 2 2011 4:22PM

Brief of Accident (Continued)

ANC10MA068

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08/09/2010

Aleknagik, AK

Aircraft Reg No. N455A

Time (Local): 14:45 ADT

OCCURRENCES

Enroute - Controlled flight into terr/obj (CFIT)

FINDINGS

Personnel issues-Physical-(general)-(general)-Pilot - C

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Aircraft-Aircraft systems-Indicating/recording systems-Data recorders (flight/maint)-Not specified

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's temporary unresponsiveness for reasons that could not be established from the available information. Contributing to the investigation's inability to determine exactly what occurred in the final minutes of the flight was the lack of a cockpit recorder system with the ability to capture audio, images, and parametric data.